

Subject: Re: Century Blvd Closure July 25th

From: mike bonin <mike.bonin@lacity.org>

Date: 06/25/2014 09:13 PM

To: Donald Duckworth <duckworth.donald@gmail.com>

CC: Fred Sutton <fred.sutton@lacity.org>, Chad Molnar <chad.molnar@lacity.org>, Miki Payne2 <miki@hbdrollinger.com>, John Ruhlen <jruhlen916@aol.com>, "sealnbear@aol.com" <sealnbear@aol.com>, Denny Schneider <denny@welivefree.com>, Jessica Duboff <jessica.duboff@lacity.org>, Paul Backstrom <Paul.Backstrom@lacity.org>

Don-

I am not at all clear what you're referring to. The work Fred describes below - the so-called "Century Crunch" -- is necessary for the Crenshaw line, and would be happening regardless of which alternative we choose for the rail connection to the airport.

As for LAX Connect, the concept is very much alive -- although the ultimate location might be slightly different. At tomorrow's Metro board meeting, the mayor, Don Knabe and Mark Ridley-Thomas and I will propose to modify Metro's proposed 96th Street station to incorporate the bulk of the ideas of LAX Connect -- passenger amenities, easy and convenient transfer, co-location of some other forms of transit. In order to win approval from the full Metro board, we're essentially allowing LAX Connect to be built closer to the CONRAC, rather than at the ITF. The ridership numbers are higher and the cost cheaper by over \$1 billion. Since Metro and not LAWA will building the station, we're going to have to ride hard and keep vigilant to make sure it is the world class facility we deserve and demand. But it will also allow LAWA to focus more exclusively on building the APM -- without which the whole idea of a mass transit connection to the airport falls apart.

This is a all a good thing -- and very consistent with the vision the mayor and I have been outlining since we joined the board.

-Mike

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On Wed, Jun 25, 2014 at 8:30 PM, Donald Duckworth
<duckworth.donald@gmail.com> wrote:

Good Morning All...

I don't understand what all this means in terms of the concept that our

visionary CD11 City Councilman crafted for "LAX Connect." Is MTA simply ignoring us? How can that happen with MEG (Mayor Eric Garcetti) becoming MTA Chair? It feels like MTA is going ahead and doing what they want ignoring the overwhelming support for the good sense inherent in "LAX Connect."

Councilman, in my humble opinion, your office is way behind the power curve on this issue! What's happening? How is it possible that "LAX Connect" is being ignored? Or, as MEG might say: "WTF"?

On Wed, Jun 25, 2014 at 3:16 PM, Fred Sutton <fred.sutton@lacity.org> wrote:
Hello All,

Attached is information on the complete closure of Century Blvd at Aviation Blvd due to the Metro construction of the Crenshaw light rail line.

As you know, Century Blvd. is a major artery leading into LAX, so beginning Friday evening, July 25 and ending early Monday morning July 28, motorists headed for the airport will need to follow the detour map attached. A rendering of the completed construction at this location is also attached.

Kind regards,



Logo5-web.

Frederick Sutton

Field Deputy: Westchester, Playa Del Rey & Playa Vista
Councilmember Mike Bonin

City of Los Angeles

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